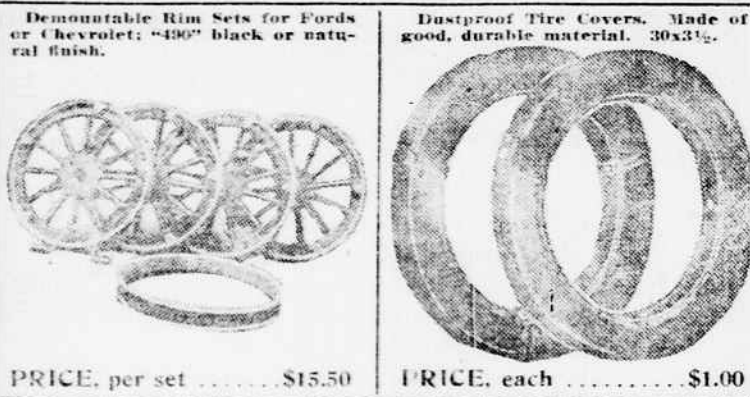


AUTO SUPPLIES

Now is the time to see that your car is equipped for the season. Our automobile accessories are standard, nationally used articles of very best quality. Nothing but the best sold here. Come in and look over our complete stock. If you appreciate quality goods and real service we welcome your business.



PRICE, per set \$15.50 PRICE, each \$1.00

SEAT COVERS, KHAKI COLOR, FOR FORD CARS



Ford Touring Cars, per set \$8.50
Ford Runabouts, per set \$5.50

MIRROROID
A Peerless auto body polish; adds life and color to old varnished surfaces.
PRICE, pint cans 50c

MIRRORS
4-inch dimming. A substantially constructed rear-view mirror.
PRICE 75c

FEDERAL AUTO SUPPLY CO.

Tel. Main 3445. J. WELLS, Manager 477 Penna. Ave. N.W.

U. S. CASH TO AID MARYLAND ROADS

Attorney General's Ruling Removes Fear Assistance Would Be Withheld.

UNDER POST ROAD RULES

At the request of some of his constituents, Senator John Walter Smith of Maryland took up with the Attorney General the matter of the availability of using money from the federal road fund for the construction of roads in Maryland.

Secretary of Agriculture Houston, in a letter to Senator Smith, says: "The Attorney General held, in substance, in accordance with the view of this department, that federal funds may be used not only upon those roads which at the date of the enactment of the law were being used for mail transportation, and those which are being so used at the time the application for aid is made by the state, but also upon new roads and existing roads which are not being used for mail transportation, when the application is made, if the facts that they will be so used within a reasonable time, if not immediately, after they are constructed."

View of Daniel B. Lloyd.

Daniel B. Lloyd, a resident and property owner in Prince Georges county, Md., who was interested in the decision, in speaking of the construction of the national defense highway, between Annapolis, Md., and the National Capital, said:

"It will be remembered that in January last a widely published article in the press, that there had been rendered by the solicitor of the Agricultural Department an opinion to the effect that the national roads fund could be applied only to the construction of roads which in their entirety were to be covered by rural free delivery service; and it was feared that such ruling might cause some embarrassment or, at least, inconvenience to our state roads commission, notwithstanding the commission's absolutely plenary power to supply the possible, without holding the national fund in such cases where possible intervals of rural free delivery on state roads might be of a rural free delivery route from a main thoroughfare should not, and, in all probability, would not, be construed as diverting such thoroughfare of its character as a post route when the diversion was only for a comparatively short distance, and such service again returned to said thoroughfare and continued thereon.

Attorney General's Ruling.

"It transpired, however, on further inquiry that no such ruling had been made by the solicitor for the Agricultural Department, but that, as a matter of fact, the question of the construction of the federal aid road act had been referred to the Attorney General, whose construction is to the effect above stated by the Secretary of Agriculture.

"It is very gratifying to learn officially that two great departments of the government—the one charged with the construction of the law and the other having charge of the expenditure of the national road fund—are in entire concurrence in such construction of the law as will effectuate its obvious intent, as disclosed not only by the debates which occurred in Congress during its consideration previous to the final passage of the bill, but also by its language.

"It will also be seen that the opinion of the Attorney General amply sustains the contention made by our committee in charge of road legislation, which was filed in this behalf with the state roads commission January 17, 1917, just subsequent to the publication of the alleged ruling of the solicitor of the Agricultural Department heretofore referred to.

Embarrassment Removed.

"Our state roads commission, therefore, will not be in any way embarrassed in the expenditure of the two road funds, nor be obliged to make up (as it undoubtedly would have a perfect right to do, and as we feel assured it would do) the possible with the holding of a portion of the federal fund.

"When the road from Annapolis to Bladensburg shall have been completed doubtless there will be rural free delivery service established between the two places along its entire length—on route, perhaps, through Anne Arundel county, from Annapolis to White Marsh, and the other from Bladensburg, in Prince Georges county, to White Marsh. The precedent for such action has already been established by the Post Office Department as to state roads in other southern Maryland counties.

"This decision of the Attorney General, it seems to me, should entirely allay all apprehension of interference with the construction of the national defense highway, which has been finally designated by the state roads commission as a part of the system of roads to be built by joint federal and state appropriations. I think we may now all confidently entertain the belief that the national defense highway (the survey of which has nearly been completed) will be constructed as rapidly as the two road funds become available and as is consistent with durability and excellence.

LAMBERT WINS HILL CLIMB. Ascends 45-Degree Grade on Motor Cycle in California.

C. Lambert of Santa Ana, Cal., won the second annual hill climb recently of the Orange County Motor Cycle Dealers' Association at San Juan Capistrano, Cal., on a model 18 stock Excelsior machine. The grade of Capistrano hill is over forty-five degrees much of the way, and too steep to stand on except by digging heels to hold the feet. It is over 100 feet steep at the first 200 of the 500 feet to the summit. Lambert with his machine drove over the top. Nobody thought it possible to climb the course on which last year 360 feet was considered wonderful. The event was witnessed by 10,000 people, with a large battery of moving picture men present.

Distributors for White Star Oil. Stewart Brothers, 141 12th street northeast, have been appointed distributors for the District and parts of Maryland, Virginia and West Virginia for the White Star Oil. R. L. Bouis, formerly of Baltimore, has been appointed manager for this section.

James W. Orme Improving. James W. Orme of the firm of Emerson & Orme, who was operated on several weeks ago at Providence Hospital, is reported to be rapidly improving. He is still confined at the hospital.

Earle W. Edgerton, formerly with the Harper-Overland Company, is now a member of the sales staff of the Henderson-Rowe Auto Company, and will in the future sell Cole, Allen and Kilsell-Kars.

AUTOMOBILE ENGINEERS MEET LAST WEEK IN JUNE

Annual Convention to Be Held at Ottawa Beach on Lake Michigan. Mail by Aero, Maybe.

The Society of Automobile Engineers, which has been co-operating with the government in matters regarding standardizing motor trucks for war purposes and other activities, will hold its annual engineering convention on Lake Michigan, but during the last year the society has grown very rapidly and several other engineering organizations have amalgamated with it, namely, aviation engineers, farm tractor engineers and motor boat engineers so that today the society represents practically all engineering professions using the gasoline engine.

Ottawa Beach is located on the east shore of Lake Michigan, approximately 100 miles from Chicago, and has been selected because it offers an excellent place for demonstrating hydroplanes, as at this point on Lake Michigan there is a connection with Black Lake, a small body of water six miles in diameter and ideally suited for airplane demonstrations. It is possible that a daily airplane mail service will be maintained with Chicago during the four days of the engineers' convention which will be held at the hotel for motor boat exhibitions.

This will be the first summer convention at which engineers representing all of the various automotive aspects of engineering will meet together. All are vitally connected with the question of military protection and defense.

ROAD WORK TO BEGIN EXTENSIVELY VERY SOON

In a Few Weeks Wagons, Trucks and Light Railways Will Be Familiar Sight Along Highways.

In a few weeks wagons, trucks and light railways loaded with road materials will again become a familiar sight in those districts where highway improvements are carried on extensively, and the taxpayer whose money pays for the work will take a natural interest in this evidence of progress for which he is contributing so generously. His interest will be greater if he understands how much thought must be given to planning the transportation and how much attention must be given to its supervision in order to save needless expense.

Road building is not concentrated work like the operations in a shop, but is scattered along a strip of land which is sometimes many miles long from the railway siding and quarries where the materials are loaded to the place where they are laid in the road. In order that the construction may proceed steadily the materials must be handled as few times as possible. This is particularly true of broken stones and gravel which they must be shoveled, for shoveling such material is hard, slow work. The problem of the road builder is to do away with all labor charges involved in needless re-handling. It makes no difference whether this labor is used at the quarry or in shoveling materials into wagons or cars, or along the road in shoveling the materials from storage piles there upon the roadway.

Accordingly, the system of transportation on well managed work is so arranged that the cost of placing the materials on the roadway is much lower than it is on work where advantage is not taken of the best methods of hauling and loading such supplies. This efficiency has been carried so far that on some recent concrete road work the materials are loaded in their proper proportions for the concrete into narrow-gauge cars, which discharge their contents directly into the concrete mixer, the entire transportation system requiring practically no shoveling for either loading or unloading the cars.

On extensive bituminous road work it is usual to find a large number of trucks running continuously from the plant where the materials are mixed and discharged by gravity into the trucks to the place where the work is in progress, so that the only labor in this system of operation is that of shoveling the materials from the trucks to the roadway. It cannot be dumped directly on the road and thus save the final shoveling, because this produces hard cores in the center of such a heap and it is impossible to spread the material properly from such a pile. The inspection of such features of road work is usually welcomed by the contractor, and the intelligent taxpayer will derive from such a visit some understanding of the executive effort required to build first-class roads economically and well.

AUTOMOBILE DELIVERIES.

Automobile deliveries were made during the past week by local dealers as follows:

The Cook & Stoddard Company—Cadillac eight-cylinder, seven-passenger touring cars to Mrs. Sol Smith Russell, W. W. Ryan, Dr. A. E. Cushman and Justice J. H. Covington; four-passenger phaeton to P. F. Gormley, two-passenger roadster to Commander P. E. Sackett, U. S. N.; seven-passenger convertible to J. S. Lacombe and seven-passenger landaulet to E. A. Deeds.

H. B. Leary, Jr.—Maxwell touring cars to J. C. Whitehead, R. W. Bollman, Mrs. Daniel Day Kirk Holmes, Roy Guyther and J. Bernheimer. The Selby Company—Police seven-passenger touring car, with victoria top, to J. C. O'Laughlin, and five-passenger touring car to J. W. Travers. E. J. Quinn Motor Car Company—Westcott seven-passenger touring car to W. B. Emmert.

Hurley Motor Company—Jeffery four-cylinder roadster to Harry C. Bie and four-cylinder touring car to Mrs. Katherine E. Collins. David S. Hendrick Company, Inc.—Franklin touring cars to E. T. Simpson and Senator Key Pittman; brought to Murray A. Cobb, two-passenger roadster to James S. Andrew and four-passenger roadster to Glenn A. Curtiss. National Auto College—Madison six-cylinder, five-passenger touring car to J. J. Bowles and seven-passenger touring car to Representative Louis B. Goodall of Maine.

Premier Sales Company—Marion-Handley four-passenger club roadsters to Dr. Millard Thompson and Miss N. Farrine Beavans; seven-passenger touring cars to Joel Grayson, W. H. Callahan and N. Samuels.

COURT HEEDS PLEA.

Reduction of Four Years Each in Sentences of Convicted Men.

Harry Silverman and Samuel Newman, at Baltimore, who stole a fur coat last December from a department store and were sentenced to ten years each as habitual criminals, yesterday made an effective plea to Justice McCoy for a reduction of sentence. Both men told the court they had been addicted to the use of drugs and laid the blame of their criminal record on the drug habit. They promised to refrain from its use and lead regular lives when their imprisonment was at an end. Attorney Robert I. Miller also made a plea for leniency. Justice McCoy set aside the former sentence and sent the men to the penitentiary for terms of six years each.

TEN TIMELY RULES FOR THE AUTOIST

Their Observance Will Enable Him to Keep Car in Condition.

The ten timely suggestions which follow will insure the autoist against a great deal of trouble. They are offered by the service department of a Detroit motor car company.

While several columns of advice might be given to the driver-owner who has decided within the past few springlike days to get the "old bus" out again, ten commandments will cover the subject nicely, and tell what attention should be given to have it always ready for service.

"First—See that the gasoline tank contains a sufficient quantity of gasoline; that there is plenty of oil in the crank case; that the radiator is filled with water, and that the tires are properly inflated.

Inspection Under Hood.

"Second—Lift hood and inspect fan belt, hose connections, ignition, wiring, coil and spark plugs. Fill the storage battery with distilled water to proper level in each cell. Oil the valve stems and push rods. Inspect oil pump and fittings for possible leakage.

"Third—Screw down grease cups on front springs and front axle. See that the nuts on the spring bolts are tight. Keep the spring clip nuts tight. Fill steering gear housing with soft grease.

"Fourth—Remove floor boards and oil gear-shifting mechanism, clutch and brake mechanism. Inspect clutch leather and, if dry, apply neatfoot oil. Oil all clevis pins.

"Fifth—Screw down grease cups on rear springs and see that spring bolts are tight. Inspect transmission and differential housing for loose nuts or bolts. Examine the brakes and screw down grease cups over brake shafts in rear axle.

"Sixth—Inspect body bolts and fender bolts. Fill all grease cups with good grade of medium weight grease. Keep fenders free from mud and sharp edges. Keep the body and fenders free from mud.

"Seventh—Occasionally jack up car under frame, pry the spring leaves apart, and lubricate with grease. Lubricate between leaves with graphite mixed with oil. Keep transmission case and differential housing two-thirds full with a good grade medium gravity grease.

Kerosene to Cut Carbon.

"Eighth—Occasionally drain oil from crank case and then flush out crank case by pouring through a pint or so of

kerosene. Every ten days or so put two or three tablespoons of kerosene in each cylinder to cut carbon and let stand over night.

"Ninth—Strain the gasoline through a chamois if possible when filling tank—more care should be given to straining if the car is equipped with a vacuum feed system. Drain small amount of gasoline from storage tank in order to remove sediment. The strainer screen inside of top connection from vacuum tank should also be cleaned.

"Tenth—Wash the car thoroughly. Makers of fine bodies recommend that cold water be used solely, but if soap is used let it be a pure soap free from alkali and other chemicals that are injurious to the finish. After every vestige of dirt has been removed, rub dry in long sweeping strokes, don't use a circular motion. Avoid use of furniture or kindred polishes, a hard wax such as what like that used on floors is best for

polishing purposes. This should be allowed to dry for about five minutes and then rubbed well. Upholstery can be washed with pure soapuds, and then rinsed well with clean water.

"In closing—if a foreign or unfamiliar noise develops, satisfy yourself as to what it is. Neglecting this may result disastrously."

New Harroun Agency in Capital.

An announcement from Detroit confirms a contract that places the agency of the Harroun distributor in this territory with William P. Barnhart & Co., 1707 14th street northwest. The contract is for five years. The local distributors will immediately form a district organization to supply dealers in surrounding states. The signing of contracts with these dealers is now in progress. The new plants at Wayne, a western suburb of Detroit, are now completed and receiving their equipment of machinery.

The Key to Everywhere



With the call of spring in the air get out in the open. The Excelsior Motor Cycle is the passport to all the pleasures of nature and the key to health and enjoyment. In the 1917 there is a machine for every purse and every purpose. Pay while you ride. A little each month. Then you own it. Open an account with us.

Haverford Cycle Co., 10th St. Near F

The New Hupmobile

The Gauge of Beauty for a Year to Come

Bright finish, long grain, French seam upholstery. Improved cushions and lace type back springs in seats. Leather-covered molding finish along edge of upholstery. Everlock top, black outside, tan inside—waterproof. Tonneau gipsy quarter curtains, integral with top.

Hupmobile-Bishop door-curtain carriers, folding with curtains—exclusive feature. Large door pockets, weighted flaps. New body color—Hupmobile blue. New variable dimming device graduates brilliance of headlights. Tail lamp independent of other lamps. New soft operating clutch.

For years people have bought the Hupmobile for quality, for performance.

Now they are buying it for beauty as well. The world's finest Four has become the year-ahead beauty-car.

We have always built for goodness and performance. We always will.

Those properties distinguish the Hupmobile. They stamp it a car of special values. They give it a special reputation.

To them is now joined the new distinction of style and extraordinary beauty.

In designing for greater beauty, we have looked a year ahead. In this field the Hupmobile is to stand as high as it does in performance.

We could build our motor for less. Another car maker has called it "fit for a \$3,000 car."

Capital-to-Capital Tour Story

The Capital-to-Capital Hupmobile finished in New York, on January 10, its 20,000-mile tour to all the state capitals. This stock car has crisscrossed three years of ordinary service into four thrilling months. Get the story of this greatest motor car endurance test—pictures of all State Capitals; absorbing adventure; human interest.

Five-passenger Touring Car \$1,285
Four-passenger Touring Car \$1,485
Seven-passenger Touring Car \$1,440
Roadster \$1,285
Four-wheel Coach \$1,750
Sedan \$1,750
f. o. b. Detroit.

The Mark of Superior Motor Car Service

We could save on our clutch; on our transmission; on our rear axle. But we have not permitted ourselves to be tempted. So the new Hupmobile keeps faith with Hupmobile ideals. It remains the same wondrous performer.

It wears a new dress. It comes to you with new beauty, new style, new luxury—which no other car will attain for a year to come.

See the new Hupmobile. Note its betterments. Check its performance against other cars—cars that have more cylinders or cost more money. That is your sure way of proving Hupmobile value.

Hupp Motor Car Corporation Detroit, Michigan

D. B. GISH, INC.

Tel. North 331

1529 M St. N.W.

Premier

Premiers Are Bought At the Top of the Hill

ALL cars are pretty much alike—at the bottom of the hill.

Sometimes you will change your opinion of a car in a few feet.

Premier's peculiar power reveals itself when you climb up to that tell-tale moment where other cars drop back into second.

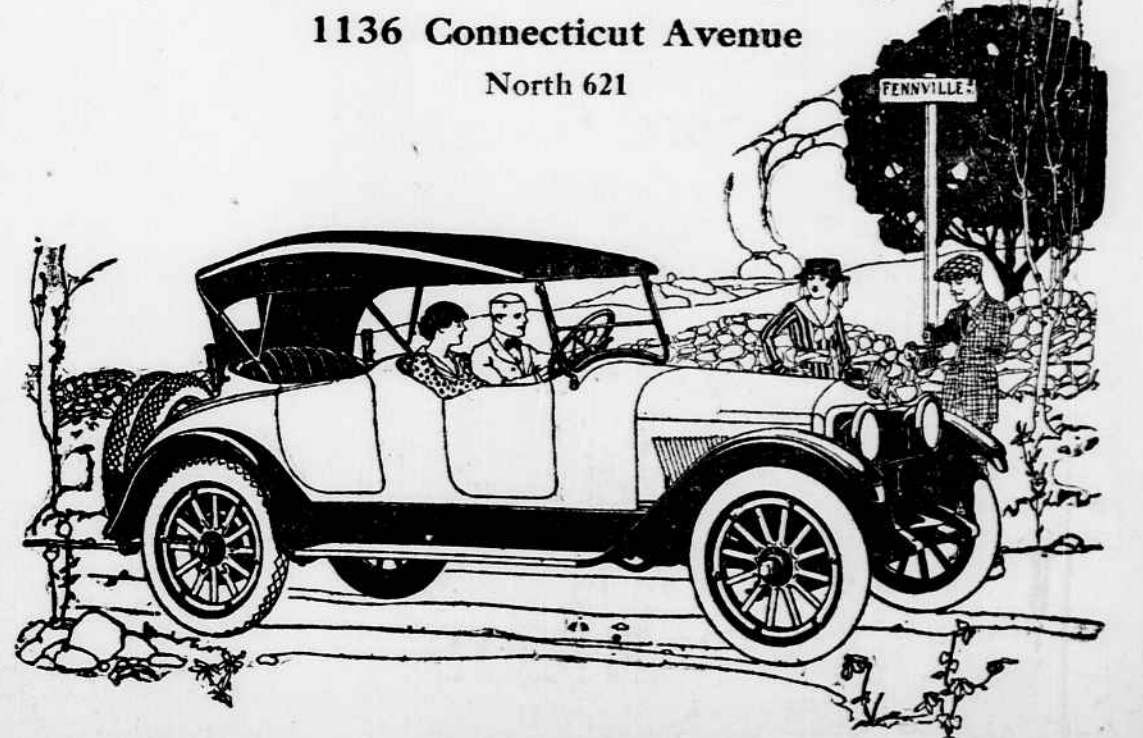
Take any demonstrator on our floor. Drive it yourself to your favorite hill. Bear in mind what you have done with your past cars—and then let Premier get in her work.

We won't talk business till you get to the top of the hill.

Ungerer Motor Company

1136 Connecticut Avenue

North 621



On May 1st the Price of the Premier Will Be Materially Increased.

The Popular Plug "The Viking"

It is popular with the consumer because it is the plug that satisfies. This spark plug is not new to this territory. It has been used as standard equipment by some of the largest business houses in the National Capital for over a year, after comparative tests with other makes of spark plugs. When you purchase "VIKING" plugs you eliminate all spark plug troubles.

There Is a Guarantee Tag Attached to Viking Spark Plug

This plug is also popular among the automobile supply and accessory dealers. Ask any of these dealers about the "VIKING" plug.

American Auto Supply Co., 1308 H St. N.W.
De Maine & Co., 3213 M St. N.W.
D. C. Auto Supply Co., 14th and P Sts. N.W.
Donohoe's Garage, 215 Pa. Ave. S.E.
Espey Co., Inc., John B., 1010 Pa. Ave. N.W.
Hayden, H. A., 331 Pa. Ave. S.E.
Parkway Motor Co., 1065 Wis. Ave. N.W.
Stewart's Garage, 141 12th St. N.E.
Smithdale Hardware Co., 3411 M St. N.W.
U. S. Auto Specialty Co., 1946 N. H. Ave. N.W.

The Southern Automobile Supply Co., Distributors

1232 Pa. Ave. N.W.

Manufactured and Guaranteed by John MacGregor Co., Boston, Mass.
N. B. Dealers—Our ad will appear each week. If you have not arranged for your stock, get in touch with us.